

COUNTRY Germany (Soviet Zone)CLASSIFICATION SECRET SECURITY INFORMATION REPORTTOPIC Laerz AirfieldEVALUATION PLACE OBTAINED 50X1-HUMDATE OF CONTENT DATE OBTAINED DATE PREPARED 21 March 1952REFERENCES PAGES 3 ENCLOSURES (NO. & TYPE) 1 - sketch on dittoREMARKS 50X1-HUM

1. On the afternoon of 11 February 1952, about 20 jet fighters were parked in the southwestern corner of Laerz airfield. The southern edge of the installation could not be seen. On the afternoon of 20 February no aircraft and no flying was observed. The weather was hazy, and the southern portion of the field could not be seen. A wire fence with a gap in line with the runway was completed along the east side of field. Another fence was under construction parallel to the east-west runway and about 300 meters north of it. Two radio masts and a low wooden building were about 800 meters from the eastern end of the runway.

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2. Aircraft observed between noon and 4 p.m. on 16 February included 14 MiG-15s on the southwest side; 6 MiG-15s in the eastern portion of the southern taxiway; 7 MiG-15s on the south side along the canal; and 2 twin-engine aircraft with double rudder assemblies, two single-engine planes and 1 biplane near the flight control station of the field. There was no flying. The runway was covered with a thin layer of ice. Aircraft observed between 2 and 4 p.m. on 20 February included 16 MiG-15s with auxiliary fuel tanks at the southwestern edge; 6 MiG-15s without auxiliary fuel tanks in the eastern portion of the field and 8 MiG-15s along the canal. Because of a light ground fog, not all the aircraft parked at the field could be observed. There was no flying. The runway was clear of ice. nine railroad tank cars were unloaded on the spur track of the field between 1 and 16 February.

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3. On 22 February there was little flying at the field. No flying was observed between 23 and 25 February. Between 10:30 and 3 p.m. on 25 February 15 MiG-15s were parked: the southern edge of the field, 6 near the flight control station, and 11 along the southwestern border of the installation. Because of the fence, not all the aircraft parked along the southern side of the field could be counted. Three single-engine, low-wing monoplanes painted light blue, 1 twin-engine plane with double rudder assembly and 3 biplanes were also parked at the field. The jet fighter parking crate previously observed at the edge of the woods on the east side of the field had been removed. The board fence extending from the fuel dump to the northwestern corner of the field was completed except for a gap in line with the runway. A barbed wire fence was being constructed along the north and east sides of the installation. The radio installation east of the field was close to the top of Hill 77. **

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- 2 -

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4. About 1 p.m. on 15 February, 3 MiG-15s were counted at the eastern end of the runway, while 4 MiG-15s made flights over the field. Individual landings were made at 1:20, 1:24, 1:30 and 1:36 p.m. The plane [redacted] and had a crew of two. Aircraft observed on 18 February included 36 MiG-15s and type-22 planes, 3 single-engine low-wing monoplanes, 3 biplanes and 2 single-engine low-wing monoplanes fitted with radial engines. On 24 February 37 to 39 MiG-15s, 4 single-engine, low-wing monoplanes fitted with radial engines, 2 twin-engine, low-wing monoplanes fitted with radial engines and nose wheels and 3 biplanes were counted. No flying was observed between 19 and 25 February. 50X1-HUM
5. On 16 February, 7 railroad cars were parked on the spur track of the field. * Boxes and crates with furniture were delivered by Soviet officers to the railroad station for shipment to Frankfurt/Oder. [redacted] 50X1-HUM
- Between 9 a.m. and 2 p.m. on 12 February, there was flying at the field. [redacted] Between 8 a.m. and 3 p.m. on 13 February, 16 jet fighters [redacted] were observed flying. Between 6:30 a.m. and 3:30 p.m. on 14 February, 16 jet fighters [redacted] were observed aloft. Aircraft seen at the field included 40 MiG-15s, 8 of which were parked at the site of the alert planes, 6 single-engine aircraft with radial engines, 1 twin-engine plane fitted with a radial engine and 4 Po-2s. Between 4 and 9 p.m. on 18 February 6 jet fighters [redacted] made local flights. Two, seven and five railroad tank cars were observed on the spur track of the field on 12, 15 and 22 February respectively. * 50X1-HUM
7. [redacted] the Heise Bakery in Mirow daily delivered about 400 loaves of bread to the airfield. When flying was conducted at the field, radio truck [redacted] fitted with a rod antenna and a glass cupola was seen near the runway. Tank truck [redacted] was used for the refueling of aircraft. A high-ranking officer [redacted] the new airfield commandant, arrived in sedan [redacted] for an inspection of the installation. A total of five starter carriages were available at the field. These carriages have two rubber tired wheels and are fitted with a box 50 x 40 cm. This box is connected to the left side of the plane by a cable about 1 inch in diameter. The box is operated by two men. The starting procedure lasts about five minutes, counted from the insertion of the cable until the appearance of a cloud of smoke behind the plane. The engine of the plane is then switched off again. Before the take off, an open carriage with a trailer carrying two bottle-shaped containers proceeds to the left side of the plane. The containers and the plane are connected by a hose. Auxiliary fuel tanks of different size have not been observed to date. Most of the aircraft of this type fly with auxiliary fuel tanks. [redacted] 50X1-HUM
8. From 10 a.m. to 3 p.m. on 22 February, two Yak-11s made local flights. Between 2 and 4 p.m. on 23 February jet planes practiced take-offs at the field. Aircraft parked at the field on 1 March included 40 jet planes, 50X1-HUM

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- 3 -

6 Yak-11s, 3 Po-2s and 1 twin-engine plane probably of type TU-2. ***

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[] Comment. It can be assumed that not more than nine tank carloads of gasoline arrived at the field during the period from 1 through 16 February 1952.

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[] Comment. For sketch of the radio installation and lighting facilities on the eastern end of the runway [] the radio installation north of Hill 77 is the inner landing beacon.

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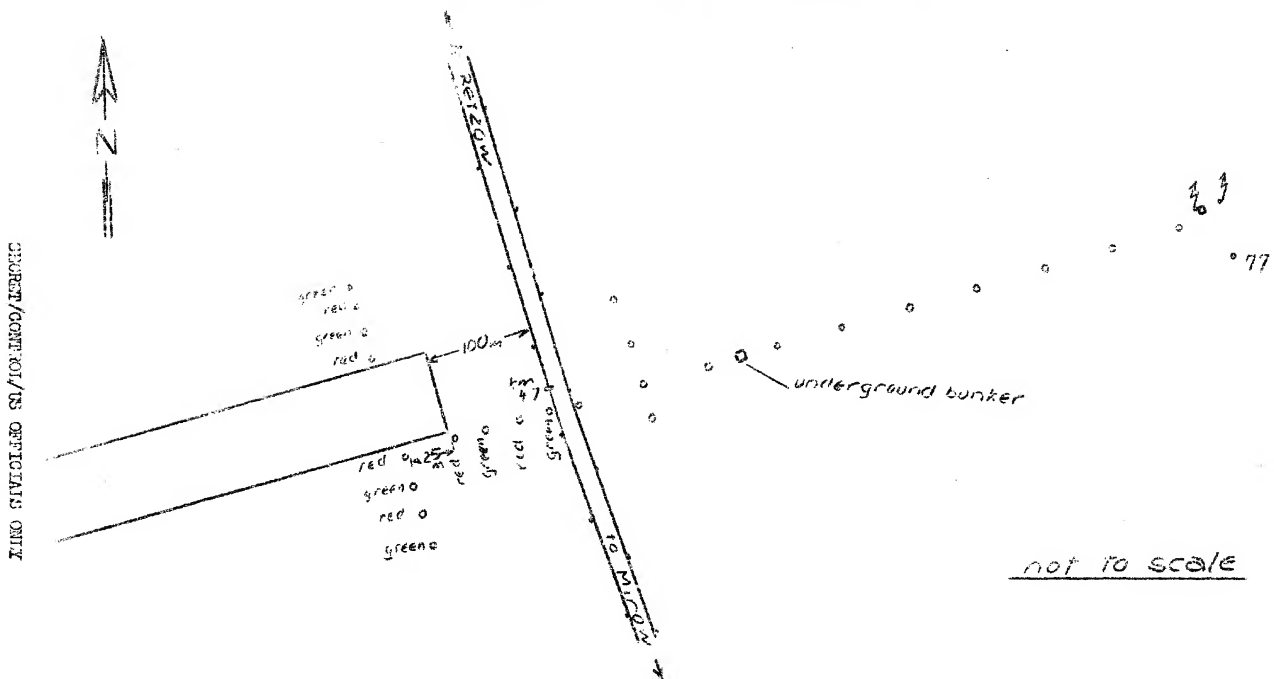
[] Comment. The report confirms the occupation of the field by jet fighters.

[] two fighter remnants are stationed at the field

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Radio Installation and Runway Lights at Laerz Airfield



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